

MICHIGAN AERONAUTICS COMMISSION

Minutes of Meeting
Battle Creek, Michigan
July 23, 2003

Pursuant to Section 31 of Act 327 of the Public Acts of 1945, the Commissioners of the Michigan Aeronautics Commission (MAC), created by said act, met in Room 1207 of the Western Michigan University College of Aviation, 237 N. Helmer Road, Battle Creek, on Wednesday, July 23, 2003, commencing at the hour of approximately 10:00 a.m.

Members Present

Fred Rakunas, Chair
Sidney Adams, Jr., Vice Chair
Dean Greenblatt, Commissioner
Lowell E. Kraft, Commissioner
Gloria Jeff, Commissioner
Ken Heaton, Commissioner
Capt. John Ort, Commissioner
Rob Abent, Director
Pat Isom, Legal Counsel
Barbara Burris, Executive Assistant to MAC

Members Absent

Guy Gordon, Commissioner

From the Bureau of Aeronautics

Ron Seely, Airports Division
David Baker, Airports Division
Rick Hammond, Airports Division
Pauline Misjak, Aviation Services Division
Phil Tartalone, Airports Division

Also Present

Leon Hank, MDOT CAO
Bill Blake, AOPA
William Gehman, Former MAC Director
Mike Trout, Bishop Airport
Phil Johnson, Gerald R. Ford International
Larry Bowron, W.K. Kellogg Airport
David VanderVeen, Oakland County
Karl Randall, Oakland County International
Dan Otto, Capital City Airport
Ron Engel, Mead and Hunt

A list of all others present is attached to the official minutes.

I. OPENING REMARKS

The July 23, 2003, meeting of the Aeronautics Commission was called to order by Chairman Fred Rakunas at 10:05 a.m. He welcomed all in attendance. He thanked the individuals and companies involved in the events scheduled for the Commissioners during their two-day visit to Battle Creek; i.e., Duncan Aviation, Waco Classic Aircraft, Battle Creek Unlimited, the 110th Air National Guard Fighter Wing, Western Michigan University College of Aviation, and Mead and Hunt Engineers. He extended special thanks to Larry Bowron, Airport Manager of the W.K. Kellogg Airport in Battle Creek, our host for the July 23 meeting and facilitator of the tours and instructive events scheduled on behalf of the MAC.

Continuing with introductory remarks, the Chair welcomed guests in attendance: Bill Blake of the Aircraft Owners and Pilots Association; William Gehman, former Aeronautics Director; Bob Bender, former MAC Commissioner; Ron Engel of Mead and Hunt (former Aeronautics engineer); David VanderVeen and Karl Randall of Oakland County; and Phil Johnson of Gerald R. Ford International. He also welcomed MDOT Director Gloria Jeff and noted the absence of Commissioner Guy Gordon.

II. COMMISSION BUSINESS

A. Minutes of May 21, 2003

Proceeding to the first item of business, the Chair entertained a motion to approve the minutes of May 21, 2003. He invited corrections and/or comment from the Commission.

Moved by Commissioner Adams, with support from Commissioner Kraft, to approve the minutes of the meeting held May 21, 2003, as reported. MOTION CARRIED.

The Chair called on David Baker, Funding Manager, to present the 27 airport improvement projects requiring Commission approval.

B. Airport Development Program

With the aid of PowerPoint, Mr. Baker briefed the Commissioners on the 27 projects identified as meeting funding criteria.

Federal/State/Local and State/Local Projects

Location	Total Allocation	Project Description
Gratiot Community Alma	\$ 30,000	Environmental Assessment for East Taxiway Extension, Clearing and Drainage
Gratiot Community Alma	\$ 67,000	Design of East Taxiway Extension, Clearing and Drainage
Antrim County Bellaire	\$ 51,000	Environmental Assessment for Runway Safety
Charlevoix Municipal	\$ 906,000	Construct Airport Parking Area and Lighting
Cheboygan County Airport Cheboygan	\$ 113,222	SRE, Crack Sealing, Paint Marking, Drainage Improvements, Approach Clearing
Branch County Memorial Coldwater	\$ 172,000	Construction of Apron Rehabilitation and Widening
Branch County Memorial Coldwater	\$ 30,000	Environmental Assessment for Runway 6/24 and Runway Safety Area Improvements
Evart Municipal Evart	\$ 390,440	Construction of Partial Parallel Taxiway for Runway 6/24
Bishop International Flint	\$ 452,000	Supplemental funding for construction of west perimeter road and purchase of SRE
Dow Memorial Frankfort	\$ 325,000	Land Acquisition
Gerald R. Ford International Grand Rapids	\$ 1,379,764	Supplemental funding for LOI reimbursement and security enhancements
Greenville Municipal Greenville	\$ 100,000	Snow Removal Equipment
Grosse Ile Municipal Grosse Ile	\$ 31,667	Animal Control Fencing
Hastings Airport Hastings	\$ 69,740	Design and Construction of Animal Control Fencing
Tulip City Holland	\$ 17,394,000	Phase II of Runway Extension, Tunnel and Road Relocation

Capital City Lansing	\$ 1,837,000	Supplemental for rehabilitation of terminal baggage claim area, construction of new taxiways in east and west hangar areas, and Runway 6/24 runway safety area improvements
Price's Linden	\$ 60,000	Airport Layout Plan
Mackinac Island Mackinac Island	\$ 16,667	Supplemental for renovation of medium intensity runway lights, new homeruns for runway end identifier lights, paint marking and minor runway repairs
Oakland/Southwest New Hudson	\$ 166,667	Land acquisition and wetland determinations
Oscoda-Wurtsmith Oscoda	\$ 129,667	Supplemental for construction of fuel farm, T-hangars; rehabilitate and expand hangar 3 and rehabilitate hangars 9, 10, 11, and 12, purchase SRE
Mettetal Plymouth	\$ 96,974	Supplemental for hangar site preparation and taxiway rehabilitation
Oakland County International Pontiac	\$ 3,883,334	Construct noise wall, land acquisition for noise, noise insulation, and ARFF vehicle
Romeo State Romeo	\$ 50,000	Preliminary engineering for 31 Mile Road relocation
Romeo State Romeo	\$ 1,111,111	Supplemental for Reconstruction of Runway 18/36
Sandusky City Sandusky	\$ 333,333	Building, apron, and taxiway relocation
Cherry Capital Traverse City	\$ 111,111	Construction of general aviation apron
Various Airports Statewide	\$ 3,500	Purchase Wire Marker Balls

Mr. Baker pointed out that a number of projects, particularly those relating to fencing, make use of non-primary entitlement funds that would revert back to the FAA if they were not used by the end of the fiscal year.

Commissioner Kraft asked for clarification on the split between state and local funding for the projects at Linden and Plymouth.

Mr. Baker clarified that funds categorized as local are funds collected by the airport for the rental of T-hangars; they are nontraditional as they do not derive from Aeronautics Funds or bond monies. Technically, he went on, they are state monies, but they are considered local because they come from the local pot. He added, some of the projects financed through local-only funds would not qualify for federal or state aeronautics funds.

The Chairman entertained a motion to approve the 27 projects described by Mr. Baker.

Moved by Commissioner Adams, with support from Commissioner Heaton, to approve the funding for the airport projects identified. MOTION CARRIED.

The Chairman asked Mr. Baker to continue with the supplemental transfers listed in the Reports Section of the Commissioners' notebooks.

In addition to the 27 projects previously summarized, Mr. Baker briefed the Commissioners on two supplemental projects approved by Director Abent since the last meeting of the Aeronautics Commission:

(1) Gladwin Zettel Memorial—an increase of seven (7) percent resulting from construction bids being higher than the engineer's estimate, thereby increasing the total project cost to \$334,500; and (2) Aircraft Rescue and Firefighter (ARFF) training—an increase of two (2) percent resulting from cost overruns on the local share, thereby increasing the project total to \$92,000.

No official action is required on the supplemental transfers.

The Chairman deferred to Mr. Baker for a briefing on the next item for consideration.

C. Oscoda County Airport - Change of MASP Classification

At the MAC meeting of May 21, 2003, members of the Oscoda County Airport Advisory Board appeared before the Commission with a request that the airport be reclassified from Tier 3 to Tier 2, in accordance with the Michigan Airport System Plan (MASP).

Mr. Baker indicated that a committee had been convened from the Bureaus of Transportation Planning and Multi-Modal Transportation Services to discuss whether or not the airport should be reclassified as a Tier 2 airport.

Based on a review of the material provided by the county and the criteria contained in the MASP, it was determined that the Oscoda County Airport should be reclassified as a Tier 2 airport based on the criteria for land coverage; to wit, that there be a public use airport within a defined area—specifically, within 30 minutes—by air. The airport meets the criteria for land coverage and, pending Commission approval, should be reclassified from Tier 3 to Tier 2. Specific requirements of the MASP will be covered with the airport in future discussions.

Commissioner Jeff queried as to financial impact.

Mr. Baker responded that there could be no guarantee of funding, but the airport would be more visible. Any proposals for funding would be dependent on future funding levels.

Asked by Commissioner Kraft whether this would amount to a revision to the MASP, Mr. Baker replied that the MASP provides for tier review, and this would constitute an amendment.

Commissioner Kraft (a member of the original task force for the development of the MASP) remarked that amendments and/or revision to the MASP had been anticipated. He offered a motion to approve the reclassification of the Oscoda County Airport from Tier 3 to Tier 2. The motion was seconded by Commissioner Greenblatt. MOTION CARRIED.

The Chairman introduced the next item of business.

D. All Weather Airport Access Plan

At the meeting of May 21, 2003, the MAC received a copy of the updated All Weather Airport Access Plan (2003-2007). Commissioners were asked to review the revised plan and be prepared to take action on its approval at the next meeting. The Chair invited comments and/or questions from the Commissioners.

Commissioner Kraft inquired as to funding to carry the program forward.

Mr. Steve Schultz, Aviation Services, responded that staff are hoping to secure funding under the new bond program for the installation of some of these systems next year.

The Chair entertained a motion to approve the revised All Weather Airport Access Plan, 2003-2007.

Mr. Schultz clarified that the action being sought was the approval of the plan itself; that implementation of the plan with regard to specific sites would be brought to the Commission for approval at a later date.

Moved by Commissioner Kraft, with support from Commissioner Adams, to approve the updated All Weather Airport Access Plan, 2003-2007. MOTION CARRIED.

Chairman Rakunas introduced the next item for consideration.

E. Yankee Air Museum Resolution

At the March 27, 2003 meeting, the Commission was briefed by board members of the Yankee Air Museum, including Mr. Frank Sinagra, on efforts to construct a world class aerospace facility at the Willow Run Airport. The Chair directed attention to Exhibit E in the Commissioners' notebooks, a resolution relating to these efforts. He paraphrased the language contained in the resolution as an action to support the board's endeavors to form a new state aerospace foundation and raise funding to restore and maintain aircraft at the facility.

The complete resolution is copied verbatim as follows:

**MICHIGAN AERONAUTICS COMMISSION
RESOLUTION
YANKEE AIR MUSEUM**

WHEREAS, the Michigan Aeronautics Commission (MAC) has been apprized of the efforts of the Michigan Aerospace Foundation (MAF) and the Yankee Air Museum (YAM) to construct a World Class Aerospace Facility at the present site of the YAM at Willow Run Airport; and

WHEREAS, the Commission believes there is a need to restore, preserve and maintain historic aircraft and aviation memorabilia for this and future generations, for the encouragement and development of aeronautics; and

WHEREAS, the MAC believes that the activities at Willow Run Airport during WWII and the building of the B-24 should be properly presented to the public and the history of Michigan Aviation should take its proper place in history; and

WHEREAS, there are few historic military aircraft of WWII vintage left, and it is in the public interest to locate, restore and maintain them as well as educate future generations about them; and

WHEREAS, the Commission fully supports the development of such a museum and educational facility through the good faith efforts of persons and organizations devoted to and supportive of aviation;

NOW, THEREFORE, BE IT RESOLVED that the Michigan Aeronautics Commission fully supports the development of a larger, greatly expanded museum, aerospace educational complex, and major tourist attraction at Willow Run Airport to house, maintain and display historic aircraft, both flyable and static.

The Chair invited comments and/or questions from the Commissioners.

Commissioner Jeff raised concerns regarding the last paragraph of the resolution. She indicated that one could interpret the phrase "fully support" to mean that the MAC would provide financial support.

Legal Counsel Pat Isom pointed out revisions made to the fifth paragraph of the resolution; to wit, "... the Commission fully supports the development of such a museum and educational facility *through the good faith efforts* of persons and organizations devoted to and supportive of aviation," which would make the MAC's intentions clearer.

With that clarification, the Chair entertained a motion to approve the amended resolution.

Moved by Commissioner Adams, with support from Commissioner Kraft, to approve the resolution as amended. MOTION CARRIED.

Chairman Rakunas called on Rick Hammond to introduce a resolution pertaining to the 75th anniversary celebration of Oakland County International Airport.

F. Oakland County International Airport Resolution

Mr. Hammond directed the Commissioners' attention to Exhibit F in their notebooks, a draft tribute to Oakland County International Airport's 75 years of operation. Reading from the resolution:

RESOLUTION

**A SPECIAL TRIBUTE
TO
OAKLAND COUNTY INTERNATIONAL AIRPORT**

WHEREAS, On November 27, 1928, the airport which would later become known as the Oakland County International Airport first opened on land purchased by the City of Pontiac; and

WHEREAS, In 1967, the airport was purchased by Oakland County, demonstrating the airport had grown into a facility which served the aviation needs of the entire county; and

WHEREAS, On July 21, 1997, the airport was dedicated and renamed the Oakland County International Airport, which now serves over one million passengers and pilots annually and contributes over \$120 million to the county each year; and

WHEREAS, In 2002, the Oakland County International Airport continued to demonstrate its importance to the State of Michigan and the federal airport system by recording 277,000 takeoffs and landings, making it the second busiest airport in Michigan and the 43rd in the nation; and

WHEREAS, Nearly every Fortune 500 Company utilizes the airport annually, including 200 companies with a presence in Oakland County;

NOW THEREFORE BE IT RESOLVED That I, Fred Rakunas, Chairman of the Michigan Aeronautics Commission, together with Aeronautics Commission Director Rob Abent, and Commissioners Sidney Adams, Jr., Lowell E. Kraft, Dean Greenblatt, Col. Tadarial Sturdivant, K.L. Cool, Major Gen. Thomas Cutler, and Gloria J. Jeff do hereby offer this *Special Tribute to honor the 75th Anniversary of Operations* at the Oakland County International Airport.

Mr. Hammond indicated that the resolution, pending Commission approval, would be presented at the occasion of the Open House scheduled for August 24, 2003.

Commissioner Greenblatt opined that the Resolution should carry the names of the appointed members of the respective state departments, rather than the designated representatives.

(Revisions noted have been made to the original document, as reflected above.)

The Chairman entertained a motion to approve the resolution for Oakland County International Airport with modifications noted.

Moved by Commissioner Adams, with support from Commissioner Greenblatt, to approve Exhibit F, a tribute to Oakland County International Airport's 75 years of operation.
MOTION CARRIED.

The Chair called on Mr. Larry Bowron, Airport Manager, W. K. Kellogg Airport, for a status report on the airport.

III. PRESENTATIONS

In preliminary remarks, Mr. Bowron welcomed the members of the Aeronautics Commission. He noted that a welcoming home celebration for members of the U.S. military personnel currently serving in Iraq would be held on September 6, 2003, at the Waco Classic Aircraft facility. He invited all present to attend.

Mr. Bowron began his presentation with a quote from Billy Mitchell, celebrated World War I flying ace: "To measure the heartbeat of your city, take the pulse of its airport." He continued, Billy Mitchell died before his vision could become a reality, but he knew that aviation would be a great part of our country and would serve humanity well. The W. K. Kellogg Airport, he observed, is tied to the heartbeat of the City of Battle Creek.

With the aid of PowerPoint, Mr. Bowron presented an overview of the airport and its operations and highlighted plans for expansion. He began with a historical perspective of the airport and progressed to the present, noting integral facilities and their relation to the airport—Duncan Aviation, Waco Classic, Centennial Aircraft, et al. The 110th Fighter Unit of the Air National Guard is a key player, occupying approximately 3/4ths of the airport property. Two corporate flight departments, the Kellogg Company and Eaton Corporation, operate multiple flights per day from the Battle Creek facility. The airport is tied to an aggressive five-year Airport Layout Plan. Mr. Bowron summarized projects completed and proposed enhancements, including a new control tower, as well as modifications planned in the future. He emphasized the importance of

appropriate planning. Aircraft manufacturers already located at the airport are expected to attract other manufacturers; and state of the art training through Western Michigan University will provide other opportunities. The airport is a busy airport that is expected to become even busier. He pledged to continue the hard work and the relationship that has developed with the state. He invited questions and/or comments from the Commission.

The Chair thanked Mr. Bowron for the hospitality extended to the Commissioners during their Battle Creek visit.

The Chair deferred to Director Abent for the next item.

IV. REPORTS

A. Director's Update

Director Abent echoed the sentiments of the Chair, thanking all involved in the planning activities, and especially Vice Chairman Adams.

At this juncture, the Director yielded to MDOT Director Gloria Jeff for an report on the 2004 budget, paraphrased as follows:

Director Jeff reported that the 2004 budget had been finalized. She praised the Governor for her extraordinary leadership and cooperation with the various factions involved in the budget process, which resulted in a budget that focuses on education, maintains a commitment to transportation, and propels Michigan into the forefront as a magnet state.

The proposed 2004 budget for MDOT totals just over \$3 billion. Of that, almost \$13.8 million, separate from the capital outlay program, is associated with aeronautics programs. The Capital Outlay budget, from which the Airport Improvement Program is derived, is still being debated and is expected to be in place by October 1. Plans for the roughly \$13 million in aviation funds include repayment of debt service, continued support of the air service program, and an approximate \$1.2 million transfer that is statutorily required for services received by MDOT, including aeronautics components of MDOT.

Funding for the Air Service Program will increase approximately 100 percent over FY 2003, and will fund programs such as the All Weather Airport Access Program. Supplemental transfers for this funding have been completed and are awaiting the Governor's signature.

The department is looking at increasing funding support for safety programs, airport inspections, and a continuation of the publication of *Michigan Aviation*. There will also be a slight increase in the overall administration budget.

Boiler plate language requires the Bureau of Multi-Modal Transportation Services to conduct its functions only under formal program policies adopted by the State Transportation Commission and as required by state and federal law. Clarification is needed from the Legislature as to whether or not this is intended to limit some of the non-statutorily required activities that are supportive of the aviation industry in the State of Michigan. Work will continue with the state Legislature to gain clarification on this issue.

The Director invited questions and/or comment from the Commissioners.

Citing the Director's reference to an increase in administrative costs (from \$5.5 million to almost \$6 million), Commissioner Kraft remarked that one of the selling points used by the former administration for merging the bureaus of Aeronautics and Urban and Public Transportation (UPTRAN) was a savings in terms of administrative costs. He urged the Director to think outside of the box and provide more emphasis on aviation; to consider the creation of an autonomous aviation department.

Director Jeff, describing herself as a transportation junky of the highest order, shared her philosophy on compartmentalizing transportation. She emphasized that each piece of the system is integral to the other and spoke of the opportunities and advantages of a collaborative effort. She conceded that aviation is an essential element in the system as a whole. In the short term, she indicated, she would be unable to support an aviation department separate from the Department of Transportation. She pledged to revisit the current structure of the department, how it is functioning, and examine opportunities for improvement at the end of the year in collaboration with the industry, members of the Commission, and other interested parties, with a focus on how well the organization has functioned over the year.

Director Jeff related that a statewide transportation summit would be held on December 3, 2003, to examine transportation as a whole in the State of Michigan, which would include public and private transportation systems, other units of governments, and the not-for-profit community. The summit will focus on roles, goals, and responsibilities and will establish time tables for implementation. Monitoring of progress will come later. A planning committee is currently meeting every two weeks to discuss issues of focus and an implementation schedule with a goal toward developing a transportation system that works for all. She invited the members of the Commission to attend and participate. She deferred to Director Abent.

At this juncture, Director Abent called on Ron Seely, Airports Administrator, for a briefing on the Air-21 reauthorization.

Mr. Seely's remarks are paraphrased as follows:

On May 21, the House Transportation and Infrastructure Aviation Subcommittee passed a four-year FAA reauthorization bill that includes higher funding levels for the Airport Improvement Program (AIP) and the Small Community Air Service Development Program. The bill, known as HB 2115, provides \$3.4 billion in AIP funding in 2004, with incremental increases of \$200 million per year over the four-year term. On June 12, the Senate approved SB 824, titled the Aviation Investment Revitalization Vision Act, also a multi-year funding bill. Its longevity, however, extends to three years. AIP funding in 2004 begins at \$3.4 billion, with incremental increases of \$100 million over the three-year period. Conferees from both the House and the Senate will be meeting prior to the Labor Day recess, and passage of a bill is anticipated in the upcoming weeks.

Continuing with his briefing, Director Abent reported the Pellston Regional Airport will be holding a grand opening celebration of the new terminal on August 8. Commissioners available to attend are encouraged to do so.

He extended a personal thanks to the Oakland County International Airport for hosting a visit and tour on July 3rd. Staff of the bureau met with Karl Randall and Dave VanderVeen and spent the better part of the day touring the facility and learning about the airport's operations.

The Chair deferred to Commissioner Lowell Kraft for a report on the G.A. Committee Meeting held June 26, 2003.

B. General Aviation Committee Meeting

Commissioner Kraft reported that the legislation pertaining to criminal background checks was undergoing revision in the House. He noted that Meigs Field in Chicago, with the support of the Illinois Governor, will likely be converted to a park. Plans to develop a flight school association, spearheaded by George McAndrews, Director of Aviation Safety and Operations at WMU's College of Aviation, are going well. He thanked Mr. McAndrews for his dedication. He lamented being unable to gain legislative support for an increase in the aviation fuel tax, which would generate additional funding for aviation programs. He stressed the importance of a full-time aviation director. He reported that the Great Lakes International Aviation Conference (GLIAC) has been contracted out to a consultant. He emphasized the need to develop programs to promote aviation and generate interest in flying. He related a discussion with an associate who

believes that Michigan isn't doing enough to make itself known in the aviation community. He stressed the importance of maintaining a lead role in the aviation community through a continued association with the National Association of State Aviation Officials (NASAO). He emphasized the critical role that aviation plays with regard to commerce in Michigan.

The Chair thanked Commissioner Kraft for his report. He advised that Michigan would be represented at the NASAO conference in September. He asked that Dr. Phil Tartalone provide an update on the GLIAC conference at a future meeting of the Commission.

At this juncture, the Chair recognized attendees Oliver House, former Airports Administrator, and Leon Hank, Chief Administrative Officer at MDOT. He went on to thank Centennial Aircraft for the hospitality extended to the MAC while in Battle Creek.

There being no further action items before the Commission, the Chair opened the floor to comment from the public.

Mr. David VanderVeen, Oakland County Executive's Office, addressed the Commission regarding the resolution drafted in recognition of the 75th anniversary of the Oakland International Airport. He shared historical facts about the airport, which proudly displays license number 0001, issued by the U.S. Department of Commerce. He thanked the Commission for the honor bestowed upon it.

Bill Blake, Regional Representative, Aircraft Owners and Pilots Association, critiqued the report given by Commissioner Kraft, adding that the Michigan Senate passed unanimously HB 4704, which eliminates the criminal background check. The bill has been sent on to the Governor for signature. He noted that a hearing on the federal lawsuit, scheduled for a motion for summary judgment, had been scheduled for July 24 in Grand Rapids.

Phil Johnson, President of the Michigan Association of Airport Executives (MAAE), citing a long-standing relationship with the department, thanked Director Jeff for her hospitality and commitment to work together on concerns raised at a prior meeting. He introduced the incoming MAAE President, Mike Trout, and Karl Randall, MAAE board member.

Dr. Tim Statler, appearing on behalf of the Harbor-Petoskey Airport Authority, spoke in support of efforts to construct a parallel taxiway at the airport. He noted that the airport authority has approved the financing required for the engineering study. He distributed a letter from the chairman of the airport authority seeking financial support for the project. He noted that the airport has a tremendous volume of traffic, particularly in the summer months. He advised that the project is critical to safety. He observed that perhaps a reprint of the *Michigan Airport Directory* should be considered, as supplies have been depleted

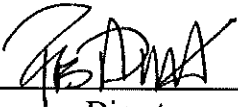
and the publication is still in demand. He thanked the Commissioners for the opportunity to speak.

Dennis Norton, Michigan Aerospace Foundation, thanked the Commission for supporting the resolution on the Yankee Air Museum. He advised that the Yankee Air Museum is the centerpiece of a project which includes research and educational facilities. The museum itself is part of the major reconstruction at the east end of Willow Run Airport.


Chairman Rakunas commended staff of the bureau for another successful meeting. He thanked Director Jeff for participating in the day's activities.

Commissioner Adams remarked on the many attractions and opportunities available in Battle Creek and thanked the Commission for meeting in his backyard.

There being no further business to come before the Commission, the Chair announced that the next meeting of the Aeronautics Commission would be held in Boyne Highlands on September 10, 2003. At approximately 11:25 a.m., the meeting adjourned.



Director



Chairman



Dated

